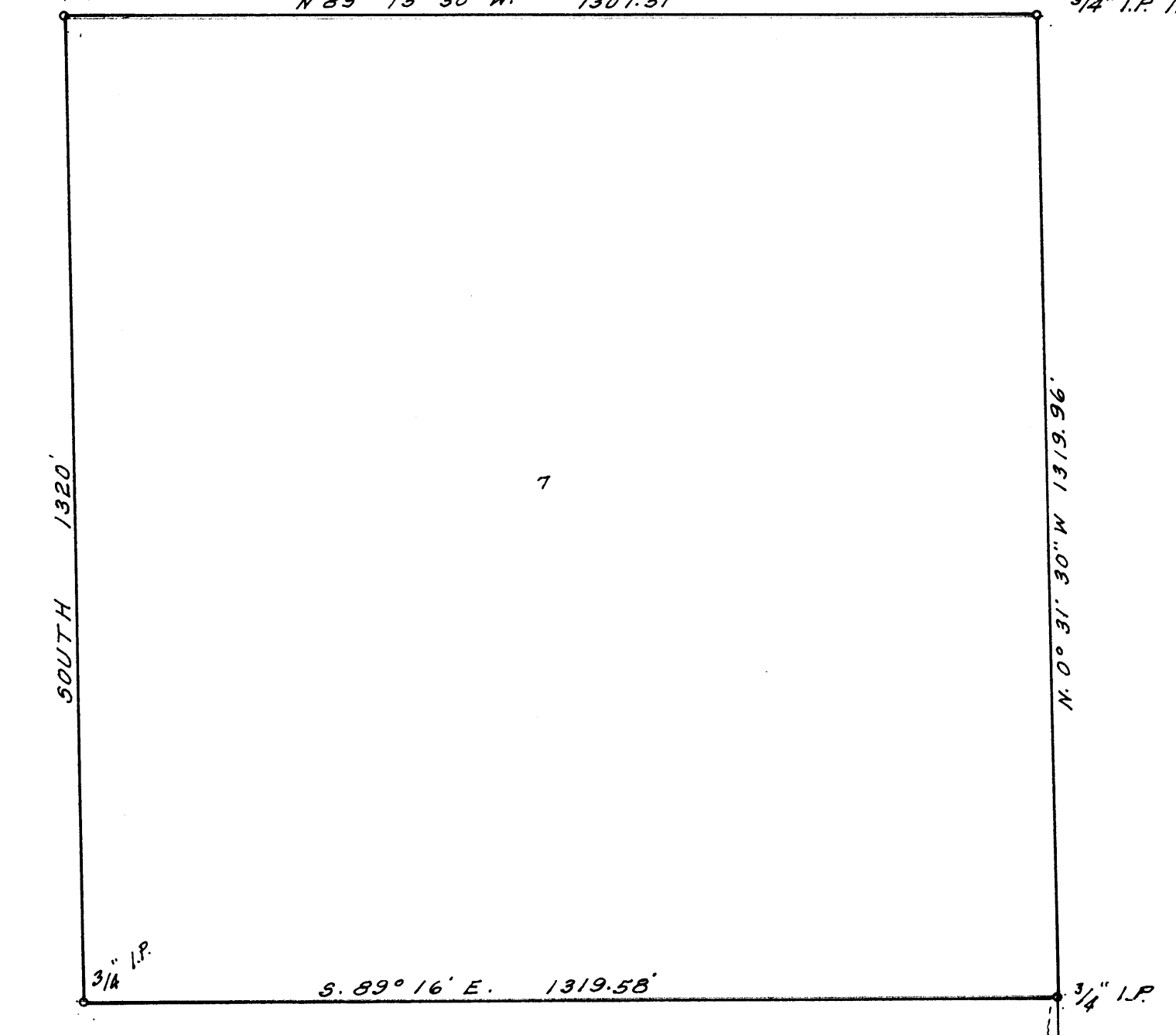


N. 1/4 COR. SEC. 26 REESTAB.
 1" I.P. F. BTs. N 89° 15' 30" W. 1307.51'

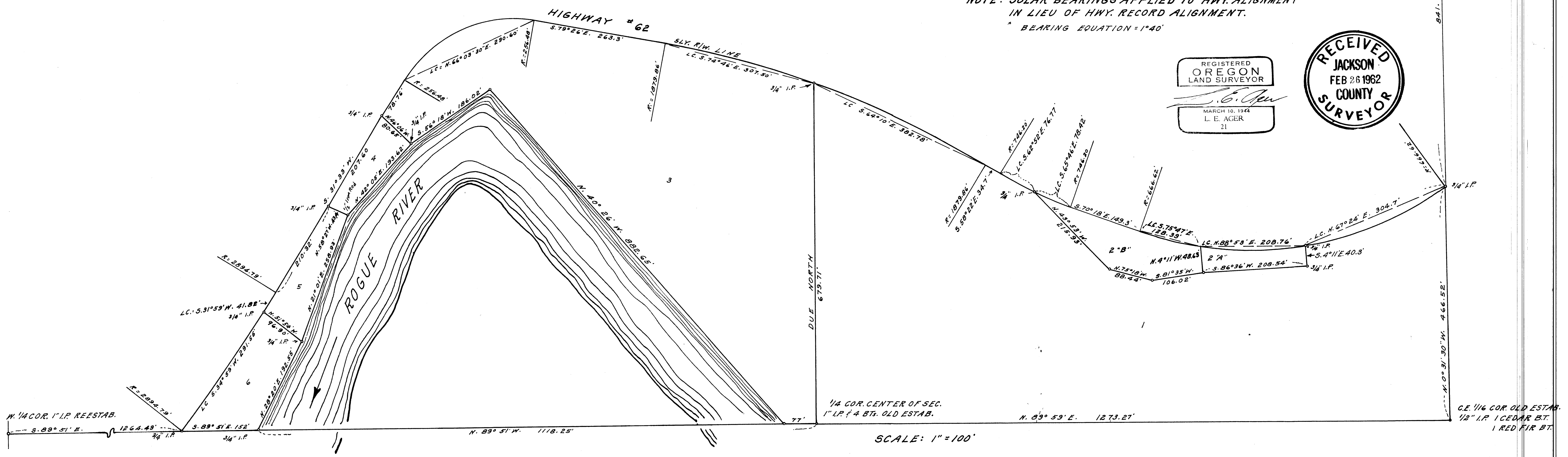
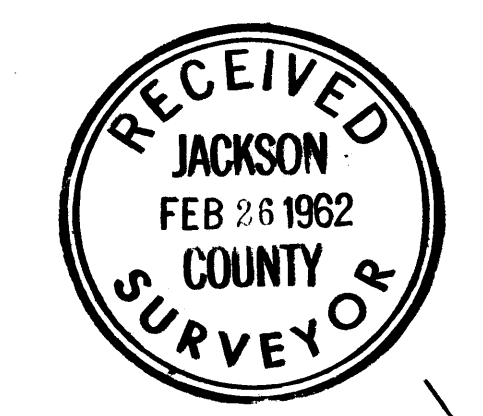
FD. OLD EST. COR.
 3/4" I.P. IN STONE MD.



MAP OF SURVEY
 FOR

JOHN F. DUNLAP, PROSPECT, OREGON.
 IN SECTION 26, T. 33 S., R. 1 E., WM. JACKSON CO. ORE.
 DATE: 11-20-61 SCALE: 1"=100'
 SOLAR DATUM. 1"=200'
 NOTE: SOLAR BEARINGS APPLIED TO HWY. ALIGNMENT
 IN LIEU OF HWY. RECORD ALIGNMENT.
 BEARING EQUATION = 1°40'

REGISTERED
 OREGON
 LAND SURVEYOR
 L. E. ACIER
 MARCH 10, 1964
 31

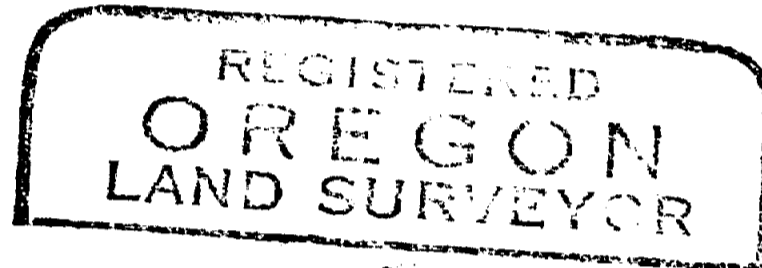


Survey narrative to comply with ORS 209.250

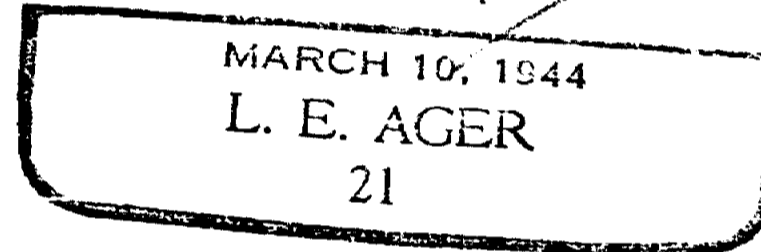
For: John F. Dunlap, Prospect, Oregon

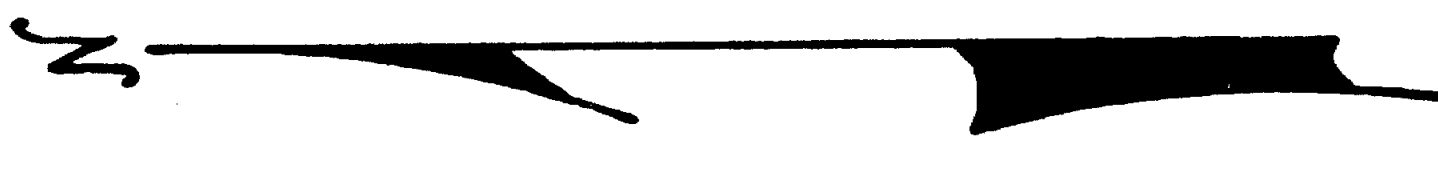
Purpose: To mark the boundaries of and describe the tracts shown.

Procedure: For the boundary of the South, East and North boundaries of this property I used the old established corners shown on the map. The bearings and distances between these corners are as shown from my traverse ties. My solar bearings differ from the record highway bearings by $1^{\circ} 40'$. I traversed the right-of-way line of the Highway and the natural river boundary, iron pipes set as shown. Highway record alignment used except bearings, Solar bearings substituted.



L. E. Ager





HIGHWAY # 62

SLY. R/W. LINE
LC. S. 74° 46' E. 307.50'

DUE NORTH
679.71'

1/4 COR. C
1" I.P. 4 B

R: 256.48'

S. 79° 26' E. 263.3'

S. 50° 05' 30" E. 250.00'

N. 55° 05' 30" E. 327.7'

R: 1879.66'

R: 256.48'

S. 5° 56' 18" W. 186.02'

N. 42° 05' E. 193.62'

N. 21° 01' E. 258.93'

S. 31° 33' W. 310.32'

N. 58° 27' W. 434.4'

N. 42° 05' E. 193.62'

N. 21° 01' E. 258.93'

S. 31° 33' W. 310.32'

N. 58° 27' W. 434.4'

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N. 21° 01' E. 258.93'

S. 31° 33' W. 310.32'

N. 58° 27' W. 434.4'

N. 42° 05' E. 193.62'

N. 21° 01' E. 258.93'

3

N. 40° 26' W. 882.65'

ROGUE RIVER

210.32'

N. 21° 01' E. 258.93'

S. 31° 33' W. 310.32'

N. 58° 27' W. 434.4'

N. 42° 05' E. 193.62'

N. 21° 01' E. 258.93'

S. 31° 33' W. 310.32'

N. 58° 27' W. 434.4'

N. 42° 05' E. 193.62'

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N. 42° 05' E. 193.62'

N. 21° 01' E. 258.93'

S. 31° 33' W. 310.32'

N. 58° 27' W. 434.4'

N. 42° 05' E. 193.62'

N. 21° 01' E. 258.93'

S. 31° 33' W. 310.32'

R: 2894.79'

LC. S. 31° 59' W. 41.88'

S. 31° 33' W. 310.32'

N. 58° 27' W. 434.4'

N. 42° 05' E. 193.62'

N. 21° 01' E. 258.93'

S. 31° 33' W. 310.32'

N. 58° 27' W. 434.4'

N. 42° 05' E. 193.62'

N. 21° 01' E. 258.93'

S. 31° 33' W. 310.32'

N. 58° 27' W. 434.4'

N. 42° 05' E. 193.62'

N. 21° 01' E. 258.93'

S. 31° 33' W. 310.32'

N. 58° 27' W. 434.4'

N. 42° 05' E. 193.62'

N. 21° 01' E. 258.93'

R: 2894.79'

LC. S. 31° 59' W. 41.88'

S. 31° 33' W. 310.32'

N. 58° 27' W. 434.4'

N. 42° 05' E. 193.62'

N. 21° 01' E. 258.93'

S. 31° 33' W. 310.32'

N. 58° 27' W. 434.4'

N. 42° 05' E. 193.62'

N. 21° 01' E. 258.93'

S. 31° 33' W. 310.32'

W. 1/4 COR. 1" I.P. REESTAB.

1264.49'

S. 89° 51' E.

3/4" I.P.

S. 89° 51' E. 152'

3/4" I.P.

N. 89° 51' W. 1118.25'

3/4" I.P.

77'

1" I.P. 4 B

1/4 COR. C